

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8024

號一十月九年元統宣

WEDNESDAY, NOVEMBER 3, 1909.

三拜禮

號三月一十英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—
Sterling \$1,500,000 at 1/2—\$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
G. Balloch, Esq.
J. W. Bannock, Esq.
H. G. Barrett, Esq.
G. S. Gubbay, Esq.
G. R. Lumsden, Esq.
Fr. Lieb, Esq.
A. Shullim, Esq.
R. Shaw, Esq.
H. A. Slebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th October, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,500,000
RESERVE FUND \$1,575,000
RESERVE LIABILITIES OF PROPRIETORS \$1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 15,000,000

Head Office—YOKOHAMA.
Branches and Agents:
TOKYO. OHIO.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEW HONGKONG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
ROMBAY. TIENTSIN.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per Cent. per annum on the Daily Balance.
On fixed deposit—
For 12 months, 4 per Cent. p.a.
" 6 " 3 1/2 " "
" 3 " 3 " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals. 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYDSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOHN,
Manager.
Hongkong, 4th December, 1907.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$500 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,350,000
ABOUT MEX \$7,333,333
RESERVE FUND GOLD \$5,350,000
ABOUT MEX \$7,333,333

HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADEMILL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1/2 per Cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent. per annum.
" 6 " 4 " "
" 3 " 3 " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 18th April, 1908.

Intimations.

EXTRAORDINARY BARGAINS.

Come All! Don't miss this chance of getting such cheap things.

Everything reduced except the Regal Shoes.

Now is the chance to get things cheap!

At THE SAVOY,
13, Queen's Rd. Central.

Hongkong, 27th October, 1909.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 15 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 8.00 p.m. Every 15 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 30 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 Noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 8.00 p.m. Every 30 minutes

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 1st April, 1908.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask or Factory.

In Bags of 50 lbs. net \$3.45 per Bag or Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI	About 3rd Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ & NOKO	Capt. G. Phillips	4th Nov.	Freight and Passage.
SHANGHAI	ASSAYE	About 11th Nov.	Freight and Passage.
LONDON, &c., via usual Ports	DEVANHA	Noon, 13th Nov.	See Special Advertisement.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P & O. S. N. Co.'s Office,
Hongkong, 3rd November, 1909.

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box \$10.00.

KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.
Hongkong, 11th October, 1909.

Hotels.

BEST BRANDS OF LIQUORS.

MEALS AT ALL HOURS.

BELLE VIEW HOTEL
ICES—TEA—COLD DRINKS.
Trams from Town every 5 Minutes.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel: 56.

For Terms, &c., apply to the
MANAGER.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,361 Tons, "FATSHAN" 3,360 Tons, "KINSHAN" 1,995 Tons.
"HUONGSHAN" 1,995 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 12 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 7TH NOVEMBER, 1909.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 P.M.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.
A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909.

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL,
Telephone No. 924.

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE under exclusively European management has been opened at the above entirely rebuilt and modernized premises.
The latest sanitary improvements employed.
Strictest cleanliness all over the place.
Use only first class flour and other material.
The Company has secured the services of Messrs. J. SOMMER and A. SOLOWSKI, for THE BAKERY AND CONFECTIONERY DEPARTMENT.
The long experience of both Gentlemen in up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied.
The Patronage of the Public is respectfully solicited.
Hongkong, 20th September, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor.
N. BLUMENTHAL, Manager.
Telephone, 170. Telegram, "Astor."

Status.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ REG. LUITFOLD"	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ"	FRIDAY, 5th Nov., Daylight
KUDAT and SANDAKAN	"BOHNE"	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & OHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSEILLES, VIA PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	Nov., P.M.
MARSEILLES, VIA PORTS	ARMAND BRIC	Guionnet	23rd Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 26th October, 1909.

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & Co.
P. A. LAPICQUE.

Hongkong, 26th October, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	(IN COURSE OF CONSTRUCTION.)
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks..... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings, and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent.

Hongkong, 30th April, 1909.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL ORFAM
and
P. & O. SPECIAL LIQUOR SMOOTH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 11th March, 1909.

NOTICE TO SUBSCRIBERS.

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(PAYABLE IN ADVANCE.)
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By Order,

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 2nd December, 1908.

Intimations.

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Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

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"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

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FRENCH STORE,
Sole Agent.

Hongkong, 30th April, 1909.

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NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
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ST. GEORGE'S BUILDING,
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DAIMLER PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL ORFAM
and
P. & O. SPECIAL LIQUOR SMOOTH
WHISKY, &c.

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ALWAYS IN STOCK
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(PAYABLE IN ADVANCE.)
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By Order,

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 2nd December, 1908.

HONGKONG AVERAGE MARKET PRICES.

Corrected 28th October, 1909. P.P. 3 Mes.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Moi Lung Pa B	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup, Tong Yak	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chuan	25
" Tongue's Brains—Know	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tan	80
" Heart—Ngau Sum	15
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Keok	10
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	10
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai	10
" Keok	10
Wolton Chop—Young Pal Kwat	22
" Leg—Young Pal	22
" Shoulder—Young Shau	22
" Pig's Chutlings—Ohl cheong	22
" Brains—Ohl Kow	2
" Feet—Ohl Keok	12
" Fry—Ohl Chak	25
" Head—Ohl Tau	18
" Heart—Ohl Sum	9
" Kidneys—Ohl Yiu	8
" Liver—Ohl Kon	30
" Pork Chop—Ohl Pal Kwat	21
" Corned—Ham Cho Yuk	17
" Leg—Cho Pal	24
" Fat or Lard—Cho Yau	18
Sheep's Head and Feet—Young Tan	10
" Keok	50
" Heart—Young Sum	10
" Kidneys—Young Yiu	9
" Liver—Young Con	24
Suckling Pig, To Order—Chu Chai	24
Suet Beef—Sung Ngau Yau	20
" Mutton—Sung Young Yau	20
Veal—Ngau Chai Yau	20
" Sausages—Ngau Chai Yau Tong	20

POULTRY.

Chicken—Kai Chai	28
Capon, Large, Small—Siu Kai	30
Ducks—Ap	22
Doves—Pan Kan	15
Eggs, Hen—Kai Tan	10
Fowls, Canton—Kai	12
" Halpan—Hoi Nam Kai	12
Geese—Ng	20
Goose, Wild Shanghai—Sheng Hoi Ye	20
Ngo	20
Musk Deer—Wong Keng	20
Hare—Tu Chai	20
Partridge—Che Khoo	60
Pheasant—Shan Kai	160
Pigeons, Canton—Pak Kup	28
" Hoihow—Hoihow Pak Kup	24
Quail—Um Chon	24
Rice Birds—Wo Fa Chenk	25
Salpe—Sa Chai	25
Turkeys, Cock—Fo Kai Kung	25
" Hen—Na	45
Wild Ducks, Shanghai, Sui Ap	20
Teal, Shanghai, Sui Ap Chai	20
Wild Ducks, Canton—Sung Shing	20
Sp	20

FISH.

Barbel—Ka Yu	11
Bream—Hoi Yu	11
Canton Fresh Water Fish—Hoi Sin Yu	18
Carp—Li Yu	24
Catfish—Chik Yu	13
Codfish—Man Yu	24
Crabs—Hal	22
Crabs—Hal	22
Dab—Sa Mang Yu	18
Dace—Wong Mei Lub	14
Dog Fish—Tik Tu Sa	10
Eels, Oolong—Hal Man Yu	16
" Fresh water—Tam Sol Yu	32
" Yellow—Wong Si	36
Frog—Tien Kai	60
Garoupa—Sek Pan	44
Gudgeon—Pak Kup Yu	16
Herring—Tao Pak	24
Hallbut—Cheung Kwan Yu	24
Lobster—Wong Fa Yu	22
Loach—Wu Yu	22
Lobsters—Lung Ha	22
Mackerel—Ohl Yu	22
Monk Fish—Mon Yu	22
Mullet—Chai Yu	22
Oysters—Sung Hoo	22
Parrotfish—Kai Kung Yu	22
Perch—Tau Loo	22
Pike—Fa Pau Foong	22
Plaice—Pan Yu	22
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	22
Prawns—Wing Ha	22
Ray—Fai Pa Sa	22
Rock Fish—Sek Kan Kung	22
Roach—Chai Yu	22
Sardine—(Guan) Chai Yu	22

Shark—Sa Yu	10
Skate—Po Yu	12
Shrimps—Ha	40
Snapper—Lap Yu	32
Sole—Tat Sa Yu	56
Tench—Wan Yu	54
Turbot—Cho Hoi Yu	32
Turtles, small, fresh water—Keok Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yau	28
Apple, (California)—Kam San Ping	24
" (Chafoo)—Tin Chuan Ping	10
" Small—Hoi Tong	7
" Custard—Fan Lai Chai	5
Bananas, fragrant, Canton—Sung Sheng	3
" (brides), Macao—Sung Hoi Chai	4
Cherries, Chinese—Foong Lut	10
Carambola—Young To	7
Cocconuts—Yung Tu	10
" Small—Tin Tai	24
Lemons, China—Ning Moong	5
" Amer.—Kam San Ning Moong	5
Lichees, Small Stone—Lai Chai Con	25
" Fresh, Lai Chai	—
Limes, (Sungon)—Sal Kung Ning	4
Moong	—
Mango, Manila—Lai Sung Mong	—
Mango, Saigon—Sal Kung Moong	—
Mangosteens, San Chuk Tai per 100	—
Oranges, Tim Chang	7
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	—
Passion Fruit	—
Pears, (American)—Kam San Shut Li	8
" (Canton), Cooking—Sa Li	12
" (Shanghai)—Sheng Hoi Li	10
Peanuts, —Fa Sang	6
Perseimons, Large—Hung Chai	—
Pine-apples, 1st. quality—Sheng Poon	15
" 2nd. quality—Chung-tang	—
" Paw-law	—
Platains—Tai Chai	3
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chin Lo Yau	14
Walnuts, Hop To	—
Green—Sung Hop To	—
Shanghai Lo Kwat	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ab	8
Chai Chank	—
Beans, (French), Macao—Oh Moon Pin	12
Tau	—
Beans, (French), Shanghai—Sheng Hoi	—
Pin Tau	—
Beans, Sprout—Ah Chai	2
Beans, Long—Tau Kok	10
Beet Root—Hung Chai Tau	1
Broad Beans, Green—Chung Yuen Ker	4
Broad Beans, Red—Hung Ker	4
Brassica—Pak Chai	5
Bamboo Shoots—Chook Shau	10
Cabbage, Chinese, com.—Kai Choy	5
Cabbage, Red—Kai Lau Tan	10
Cabbage, (Shanghai)—Yeh Chai	10
Cane Shoots, bunch—Kau Shan	3
Cauliflower, Large size—Tai Yeh Chai	—
" Fe	—
Cauliflower, Medium size—Chung Yeh	—
Choi-fa	—
Cauliflower, Small size—Sal Yeh Chai-fa	—
Carrots—Kam Shau	5
Celery, Chinese—Tong Kan Choy	5
Celery, English—Pak Young Kan Chai	—
Celery, White—Pak Young Kan Chai	—
Chillies, Dried—Oon Lai Chai	20
" Red—Hung Fa	20
" Green—Chung Lai Chai	20
Curry Stuff, English—Ka Lee Choi Liu	8
Cucumbers—Chung Kwa	1
Blister Squash—Fu Kwa	6
Garlic—Seen Tau	5
Ginger, young—Sun Tai Kung	7
" old—Lo Kung	6
Horseradish, Shanghai—Lik Kai	20
Indian Corn—Suk Mai	—
Lettuce—Young Sang Chai	1
Water Chestnuts—Ma Tai	12
" Mandarin—Kwai Lam Ma Tai	12
Musk Melon	—
Mushrooms, Fresh—Sung Cho Kho	50
Onions, Bombay—Young Chung Tau	8
" Green—Sung Chung	4
" Shai—Sheng Hoi Chung Tau	5
" Japan—Yat Poon	—
Okra—Ho Ker	10
Parley, English—Young On Sai	30
Green Peas—Chung Tau	—
Potatoes, Sweet—Fan Shu	2
" Shanghai—Sheng Hoi Shu	—
" Tai	3
" Japan—Yat Poon Shu Tai	3
" American—Fa Ki	—
" Foochow—Fak Chan Shu Tai	2
" Macao—Oh Moon	—
Pumpkin—Tong Kwa	4
Radish—Hung Lo Pak Tai	5
Rhubarb	—
Shalots—Gon Chung Tau	8
Spinage (Chinese)—Paw Chai	—
Spinach—Yin Chai	5
Tomatoes—Fan Ket	7
Taro—Wu Tau	4
Turnips, Fan-ai (Long)—Low Pak	3
" English—Young Low Pak place	—
Vegetable Marrow—Chai Kwa	4
Water Cresses—Sal Young Chai	10
" Cultrops—Lan Kok	—
" Lily Roots—Lai Ngau	4
Yam—Tai Shu	4
Eggs	—

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. P. YOUNG, HONGKONG.

EYES



Hongkong, 16th October, 1969. [74]

Intimation.

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HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

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Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MR., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$36 per annum.
WEEKLY—\$18 per annum.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOVEMBER 3, 1909.

OPIMUM IN SINGAPORE.

By the acceptance of the tender for the new opium farm for the next triennial period, the Hongkong Government has, for the three years commencing in March, 1910, been relieved of one source of uneasiness as regards the revenue of the Colony, at any rate so long as the faddists in the home country in their campaign of blindness and unwisdom do not wilfully jeopardize the interests of Hongkong by forcing upon the Imperial Government a line of policy which may overlook the arrangement just recently concluded between the Colonial Government and the farming syndicate for the new opium monopoly in Singapore, the unofficial members of the

Legislative Council have still to wrestle with this difficult problem, mainly because of the Opium Commissioner's recommendation that the Straits Government should conduct its own opium monopoly. The subject again attained considerable prominence last week in the southern colony when the Committee stage on the Chandu Bill was reached. An unofficial member (Mr. T. S. Baker) is reported to have said that Government by becoming the sole exporters, manufacturers, and purveyors laid themselves at once open to the attack of people at Home of a charge of aiding and abetting of vice, and thereby placed in jeopardy the principal source of revenue of the Colony. If opium smoking is a harmful habit and a demoralizing practice, as the anti-opiumists appear to believe, all he could say was the less the Government of the Colony identified themselves with the preparation and sale of it, the better for the Colony and the less likely to be interfered with. He suggested in place of the government monopoly a heavy import duty and in that way to raise revenue. He would suggest that a heavy excise duty be put on opium, the collection of which would be quite simple. Let all the opium going into the Colony, whether intended for local consumption or export, be at once placed in a bonded warehouse at Tanjong Pagar or Penang Wharf; whatever quantity was removed from the warehouse for local consumption should be liable to be taxed to a terrific extent. The manufacture of chandu should be done under a heavy license; the sale of it under another. Continuing his line of argument the speaker said: "We should thus save our faces and save our revenue, and we should not lay ourselves open to the criticism or charge from the people at home that we were encouraging the vice." In 1907 there were imported 13,347 balls of opium of a value of \$107 million; 10,323 balls of the value of 18 million were exported, leaving a consumption of 3,324 balls of a value of \$2,622,543. He mentioned these figures to show the enormous trade in this article in the port—a trade of \$18 million. In 1908 there were 11,424 balls valued at \$11 million; export 9,275 balls of the value of \$7,800,000, leaving 2,149 chests of the value of \$1,800,000. An excise duty of 200 per cent.—a moderate tax—would give \$34 million, and in addition they would have the revenue from licenses for manufacture and selling. The first tax would be quite simply collected when the opium left the bonded warehouse without difficulty or great expense. The other taxes could be collected as now. A check on the manufacture would be the use of numbered labels for the pots of standard size, and could easily be looked after by a revenue officer. The system would not be open to the objection he had stated; it would increase rather than diminish revenue; and would not lay us open to the charge of ministering to a vice. There was no question that the people at Home considered opium smoking a vice, and if the Colony were going to make money by this vice the people at Home would denounce us. He for one absolutely declined to be a partner to a scheme for establishing the Government monopoly of such a vice. He would like to have the bill postponed for a select committee to report to the Council. Another member of Council spoke against the proposal and was supported by the Government, the final consideration of the measure being postponed to last Friday. Following the discussion, a correspondent, signing himself "Scupper Vigilius," on the following day addressed a novel suggestion to the Singapore Free Press. The writer is of opinion that "the difficulty may be surmounted by there being created a wider gap between the identity of the new controlling authority and the Government than it appears probable will exist under the presently proposed scheme. This could be effected by empowering by Legislation a new authority, to be styled the Straits Opium Monopoly Board, to take over and control the importation of opium, manufacture into chandu, and distribution by sale to licensed shops, paying for the rights such sum as may be mutually agreed upon. It would not occupy a great period of time to mutually agree upon this sum, call it for example 24 million dollars per annum for Singapore; in addition, this Board would pay interest to Government on capital cost of land, buildings, plant and appliances and stock, taken over for the purpose of its objects, at an agreed value. The Board would be a body corporate with perpetual succession, could institute and defend actions at law, and little difference could be discerned by the officious onlooker between it and an independent agency such as the present farmers; it would have its general manager and other officers as at present proposed. The scheme perhaps savours of deception, but in so far as that is concerned it forms no precedent in political history." Both these novel proposals are not likely to be adopted, as the Straits Settlements Government appear to be guided by the verdict of the Opium Commissioners. Whatever the experiment our sister colony may embark upon, it is certain to be watched with close attention by Hongkong which may one day be called upon to follow in the wake of Singapore.

LOCAL AND GENERAL.

THE P. M. S. S. Co.'s s.s. *Mongolia* was docked at Taitoo's to-day.

THE hour of departure of the *Empress* steamer will, in future, be at 7 a.m. on Saturdays instead of 6 p.m. as heretofore.

WE are informed that the directors of the Hongkong and Shanghai Banking Corporation have decided to open a branch office of the Bank at Kuala Lumpur, Selangor, F. M. States.

THE number of whales caught by the Oriental Whaling Company, of Osaka, since the 11th ultimo is reported to be 31. Since the season opened this year 73 cetaceans have been captured.

THE Russian Ministers of Home and Foreign Affairs have introduced to a Council of State a draft of regulations placing restrictions on the navigation of foreign vessels in Russian Far Eastern waters.

WHEN the Dutch mail steamer *Koningin Wilhelmina* came in on Saturday morning her bunkers were afire, but the steamer's pumps and the T. P. D. fire engine combined soon extinguished the flames, reports the *Straits Times*.

THE Austrian-Lloyd proposes from January 1st, 1910, that the vessels of the Japan line shall call at the port of Yokkaichi en route from Kobe to Yokohama. Should the change prove advantageous it will be definitely included in the service.

THE wedding of Captain J. H. William Armstrong, hon. A.D.C. to the Governor, and Miss Dora Humphreys, daughter of Mr. W. G. Humphreys, takes place on Saturday next at St. John's Cathedral. There will be a reception afterwards at the Volunteer Headquarters.

A MODEL of a new type of aeroplane is reported to have been constructed by Mr. Okai Zenjiro, of Osaka. The model is now at the Patent Bureau for official investigation. Mr. Okai claims to have experimented with the aeroplane before the subject had attracted much attention from the public in Japan.

THE high quotations for sugar within the last few years, have resulted in larger areas being put under cane in Java. In well-grounded hopes that the good times will last for a long while, the *Java Bode* bears that even districts formerly held to be unsuitable for that line of cultivation are now turned to account.

FOR the first three months of the present half-year the quotations for cotton yarn were maintained fairly high, and all the spinning companies secured a satisfactory profit on their working. Of late, however, the American cotton market has gradually gone up, placing the spinning companies in a less favourable position. The situation has now gone from bad to worse; as the yarn market for the home demand has become unfavourable on account of the depression in the cotton goods market. At the present quotation of yarn, spinning companies will lose 7y to 10y on fine yarn and 2y to 3y on coarse yarn, if the goods are to be produced with raw cotton at its present price. But all the companies are holding stocks of raw cotton bought at a lower price than that now ruling, so that they may be able to distribute a dividend for the present half-year at the same rate as for the last period.—*Japan Chronicle*.

INTERPORT CRICKET.

THE SINGAPORE TEAM.

The Straits team which goes up to Hongkong to play matches against that port and against Shanghai leaves Singapore on November 12, and is due to arrive on November 17. So far there are only seven certain members of the Straits team—Messrs. T. R. Hubbard, Maatens, R. M. McKen's E. Bradbury, V. Brown, A. J. W. Peake and Dr. Hennessy. The following have been asked, and it is expected will form part of the team:—Dr. Fox, Messrs. R. D. Bannoo, Pullen-Thompson and N. E. Bath. From the foregoing, it will be seen how meagrely Singapore is represented in the eleven, which is to all intents and purposes a States team. A. H. Cox, the recent winner of the S. C. C. lawn tennis championship, will go up to that game and he will, it is understood, be partnered by C. M. Howe, Salzmann, Green and Eichenberg (Penang) were invited to go up, but were unable to get away.—*Straits Times*.

SOWING THE WIND.

UNEMPLOYED CHINAMAN OBTAINS \$140 BY MEANS OF FALSE PRETENCES.

Another instance of the remarkable credulity of low-class Chinese, which has after all proved ruinous, was furnished at the magistracy this morning, when a Chinaman, described as being unemployed, appeared before Mr. J. R. Wood (Second Magistrate) for having obtained \$140 under false pretences. It appears that some days ago, a tradesman at Amoy sent the amount in the custody of a friend, a cook employed on board the s.s. *Hai Ching*, to be handed to the *foh* of a certain shop in the Colony in settlement of a debt. The defendant travelled by the same boat and on the *Hai Ching's* arrival in port, he represented himself as a *foh* from the shop in question and succeeded in obtaining the money. The fraud, however, was soon detected and reported to the Police. Detective-Sergeant Watt communicated with the sender of the sum at Amoy and through his keen vigilance the thief was discovered having a hilarious time at Shek-long-yei. This morning, he appeared before Mr. J. R. Wood on a charge of having obtained money by false pretences and was awarded six months imprisonment with hard labour.

Kowloon-Canton Railway.

ANOTHER BRIDGE BLOWN UP.

SPANNING THREE ARCHES IT HAS TO GO.

Another bridge on the Kowloon section of the railway to Canton has been found to be defective and an attempt was made this morning to blow it up. It seems that "Bridge No. 2," in official parlance, was seriously cracked, owing to the foundations having given way, and the only thing for it in the opinion of the engineer in charge was to get rid of the upper works. To start with, it may be stated that the bridge is no hanging garden over a stream. It is 150 feet long and carries three arches. Next to the Taipo bridge it is the longest on the line which is to be operated by the British, or, rather, the Hongkong Government. Doubt on that point is, of course, excessive.

The facts as we have learned them, and it may be they are subject to error, although we hardly think so, go to show that after the rains the arches developed serious defects, two of them having great cracks which meant that the whole structure was in immediate danger of subsidence. In the old story of plashing a foundation in mud, so far as can be made out, at all events, the pillars are now supposed to be on firm ground, but the arches were, to use a colloquialism, "rocky." The order was given that the entire super-structure should be dynamited at ten o'clock this morning, an order given in strict secrecy, so that the newspapers might know nothing about it. Incidentally, it may be stated that the bridge had never been used by what is called the "material train." It is believed that some people walked over it, but we understand that there is no suggestion that the footprints of any of those pedestrians caused the cracks.

At 9.30 this morning operations started. Over a hundred charges of dynamite were used, but up to the time of leaving off the work little result had been attained. The arches still stood, shaky it is true, but not the wrecks it was intended they should be. A hundred charges of powder could not move those arches. One of the assistant engineers looked after the operations.

Another attempt to dislodge the arches will be made at 5 o'clock to-day. Whether it will be successful or not is a matter of opinion. We are told that the idea is, when the river has nothing but pillars to show where it was spanned, to erect steel girders, which are capable of moving from the base without disturbing the masonry.

LORD KITCHENER IN MANCHURIA.

SPEECH AT PORT ARTHUR.

On the 23rd ultimo a party was given at the Military Club at Port Arthur by Japanese officials and private individuals in honour of Lord Kitchener. In a toast to the distinguished guest, Admiral Tomioka, Commander of the Port Admiralty at Port Arthur, speaking in English, said that he deemed it a great honour and pleasure to have the opportunity of welcoming such an illustrious guest from the ally of Japan at the Ladysmith of the Far East, where one of the most appalling dramas in the history of the world was played five years ago. Lord Kitchener had achieved a great work in South Africa, Egypt and India. He could not help admiring such a distinguished guest as one of the type of Japanese bushido. Great Britain and Japan were two insular Empires bound in the strong bond of alliance, and he hoped and was confident that the friendly feelings and mutual understanding between the two nations would strengthen the foundation of their mutual interests and of the peace of the world.

In reply Lord Kitchener remarked that he had long cherished the desire to visit this place, where the glory of the Japanese army and navy had been displayed. His ambition was now gratified. With regard to the Anglo-Japanese alliance, to which reference had been made by Admiral Tomioka, he was confident that it would be long maintained, and that the welfare of the two nations and the peace of the world would continue indefinitely.

Admiral Tomioka proposed *bansai* for his Majesty King Edward, and Lord Kitchener *bansai* for his Majesty the Emperor. The gathering dispersed at 10.30 p.m.

On the following day Lord Kitchener inspected the famous 205-metre hill and the museum of the war relics. He left Port Arthur by special train at 2 p.m. for the north. A large number of officials, officers, and private individuals assembled at the station to bid farewell to the distinguished visitor.

Lord Kitchener and his suite, arrived at Baikou Station, six miles south of Liaoyang, at 5.35 a.m. on the 25th ultimo. There they alighted from the train, and, under the guidance of officers specially sent from the headquarters of the Japanese army in Manchuria, visited on horseback the Chushanpao, where the sanguinary battle of Liaoyang took place. The party left Liaoyang by train for Mukden at 2.50 p.m. the same day.—*Japan Chronicle*.

THE PORT OF SAIGON.

The urgent needs of Saigon, as a port of call, formed the subject matter of a speech delivered before the Colonial Council there on October 6, by M. Roussieu, the vice-chairman, who is also president of the Chamber of Commerce there. The port lacks adequate equipment for repairing and fitting out vessels. It also falls short in storage and godown accommodation. Too often goods are left on the wharves without shelter, and without protection from sun and rain. The Chamber of Commerce has cried over and over again to remedy these evils, but nothing can be done for want of money. M. Roussieu pleaded strongly for Government action, and the Governor, M. Gervais, promised to look into the matter.—*Straits Times*.

EMPEROR OF JAPAN'S BIRTHDAY.

LOCAL CELEBRATIONS.

To-day the Japanese community in Hongkong celebrate the anniversary of the birth of the Emperor of Japan. The day was observed as a holiday by the Japanese banks, shipping firms and commercial houses all of which were closed to business. The Japanese Consulate-General was also closed. Owing to the temporary cessation of work by the large hongs of our Japanese friends, the business quarter of the city, which is usually alive with quite a dense throng of active business men and brokers, did not wear its wonted appearance to-day, there being all the outer semblance of a holiday. This is made all the more noticeable by the display of the national flag of Japan and Great Britain from the verandahs of the leading Japanese firms, notably the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, Toyo Kisen Kaisha and the Yokohama Specie Bank. The flag of the Rising Sun hung over the entrance to the Nippon Club in Ice House Road. The numerous curios shops throughout the city were also alive with decorations, while the large stores at Wanchai had several strings of red and white lanterns hung outside the verandahs in preparation for the illumination to-night.

Afloat, owing to the absence of a Japanese warship in port, the man-of-war anchorage did not present any outward and visible semblance of a gala day. But at the two extreme ends of the harbour the s.s. *Kaga Maru* and *Fukuro Maru* were dressed in honour of the occasion.

In the afternoon there was a display of fireworks from a point in Macdonnell Road in the neighbourhood of the Japanese Consul's residence. Quite fifty different designs were fired into the air; they were greatly admired. In the evening the fireworks display will be continued from a lighter in the harbour moored near the French mail buoy. The display will be kept up from seven till nine o'clock.

This afternoon Consul and Mrs. Funatsu held a reception at their residence; it was very largely attended.

CANTON DAY BY DAY.

CHINESE DELIMITATION COMMISSIONER.

[From Our Own Correspondent.]

Canton, 2nd November.

H. E. Ko Yu Him, the Chinese Delimitation Commissioner, came up to Canton yesterday from Hongkong for the purpose of consulting with H. E. Viceroy Yuan on certain matters in connection with the Macao delimitation question.

CANTON-HANKOW RAILWAY.

The 1st day of 10th moon was originally fixed by the Canton-Hankow Railway Company for the selection of a president and vice-president to replace Sir Chan Tung Liang Cheng and Lo Po Shuo, respectively, who resigned from the service of the company. A telegram has since been received from the railway shareholders residing in Hubei objecting to the day fixed and asking that the Company alter it to a further date.

ADMIRAL LI.

Admiral Li Chun left yesterday on board a shallow draft cruiser to proceed to the West River to make a tour of inspection of the waterways.

A LOAN DISPUTE.

THE BUILDING OF A RESERVOIR.

Before Mr. Justice Gompertz in the Summary Court this afternoon, Yee Chyn Sam brought an action against the Yee Sang Company, of 353, Queen's Road West, and Lan King Cho and Lai Fuk, of 194, Third Street partners in the firm, to recover the sum of \$478 53 as to \$50 part thereof for principal money lent and advanced by the plaintiff to the defendant and as to \$118 53 for interest thereon at the agreed rate of 3 per cent. per month.

Mr. P. Sydenham Dixon (from Mr. R. A. Harding's office) appeared for the plaintiff and Mr. F. X. d'Almada (of Messrs. d'Almada and Smith) for the second defendant (Lan King Cho).

Plaintiff stated that he was the managing partner of the Yik On Wing firm of Californian merchants at 111, Bonham Street East. He held that position for over ten years. In the 4th month of the 33rd year (May-June, 1907) he was asked by the defendant to join in the erection of a certain reservoir and he subsequently entered into an agreement with one of the partners. He advanced a number of loans, some of which were paid back but some \$478 was still owing.

After further argument, judgment was entered for the plaintiff.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 3rd at 11.55 a.m.—The barometer has risen moderately in Amoy, and fallen considerably over N. China.

A depression which is probably moving, has appeared over Manchuria.

The high pressure area remains over E. Japan. Gradients are slight over the China coast, and light variable winds may be expected in the Formosa Channel, and moderate monsoon over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. wind, moderate or fair.
2.—Formosa Channel, N.E. wind, light.
3.—South coast of China between Hongkong and Amoy, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

"FOOKSANG" IN A GALE.

HOW THE TYPHOON WAS DODGED.

The I. C. S. N. Co.'s s.s. *Fooksang*, Capt. T. A. Mitchell, arrived from Calcutta, via Penang and Singapore yesterday. The *Fooksang* had a narrow shave from the recent typhoon. The vessel's escape is entirely due to the splendid seamanship displayed by the skipper in dodging the gale. Capt. Mitchell's report is to the effect that after leaving Singapore the *Fooksang* experienced light northerly and north-easterly winds with fine, clear weather and smooth sea to the parallel of 11° N. Here a long drawn East to N.E. swell was met. At 2.30 a.m. on the 30th, the vessel then being in 133° N. and 112.40 East, unmistakable signs of a typhoon to the eastward were indicated, when the engines were put at slow. At 6 a.m. the barometer having fallen considerably, and the wind from North having increased, with heavy squalls, the vessel was turned to the West and North, and gradually hauled to N.W. West and so through the S.W. to South. The steamer being gradually brought round through East till, at 6 p.m., the northerly course was being steered, with rising barometer and weather improving (lowest barometer reading 29.37). From 10 North to 22° strong N.E. monsoon gale, with heavy sea and squally weather was encountered.

ALLEGED SWINDLER BY BANK SHROFF.

TRIED TO DEBAUCH COMPATRIOT OF \$350.

Some time yesterday, a Chinese gentleman handed a bank-book to a certain friend with instructions to proceed to the Hongkong and Shanghai Bank for the entry of a sum \$350 in his name. The latter arrived at the Bank and handed the book to a Chinese shroff. He had to wait some considerable time before the return of the book, which fact struck him at the time as being somewhat strange. He, however, did not feel suspicious in the least and when the book was returned to him, he fully believed that everything which ought to have been done had been done. The fraud was not detected till the unsuspecting friend returned home, when he discovered that a false entry had been made. The matter was reported to the Police and Detective-Sergeant Appleton shortly afterwards arrested the shroff. The latter appeared before Mr. E. R. Hallifax (First Magistrate) in the Police Court this morning and was remanded.

SHANGHAI RACES.

FIRST DAY'S RESULTS.

Following are the results of the races at Shanghai received since we went to press last evening and for which we are indebted to the Secretary of the Hongkong Club:—

The Fah-Wah Stakes.
Spring Rose (Burkhill) 2
Sagittarius (Moller) 3
Moriak (Vida) 3
Time: 3.25 1/5.

The British Navy Cup.
Millepater (Schroff) 1
Gothic (Cumming) 2
Bradscon (Moller) 3
Time: 1.35 3/5.

The Shanghai St. Leger.
Rusley (Cumming) 1
Pegasus (Moller) 2
Surquehana (Hayes) 3
Time: 4.01 1/5.

The Eclipse Stakes.
Kingclere (Cumming) 1
Milkman (Burkhill) 2
Net (Hayes) 3
Time: 2.50 4/5.

The Autumn Cup.
Little Gem-Ross (Burkhill) 1
Fabulous (Moller) 2
Marbles (Alderton) 3
Time: 2.49.

The Whangpoo Stakes.
Oesperian (Springfield) 1
Pet (Ratton) 2
I'm off (Burkhill) 3
Time: 3.35 3/5.

SECOND DAY'S RESULTS.

The Northern Cup.
Hankow (Dunpre) 1
Reva d'or-Ross (Burkhill) 2
Gemini (Moller) 3
Time: 4.37 3/5.

The China Cup.
Kirkpatrick (Johnstone) 1
Cherrytree (Vida) 2
Vedas (Springfield) 3
Time: 2.55 1/5.

The Shanghai Stakes.
Spring Rose (Burkhill) 1
Pegasus (Moller) 2
Flanola (Alderton) 3
Time: 3.38 3/5.

The Pagoda Cup.
Capitain Mamico (Schroff) 1
Stradagosa (Moller) 2
Peach Tree (Vida) 3
Time: 2.18 4/5.

The Llama Mian Stakes.
Sagittarius (Moller) 1
Surquehana (Hayes) 2
Palm Tree (Cumming) 3
Time: 4.49 2/5.

TYPHOON WARNING.

The following telegram was received at the American Consulate-General from the Manila Observatory at noon to-day:—November 3rd, 11 a.m. Cyclone or typhoon, north of the Pellow Islands, direction unknown. A lagoon was read 2.00 at the Magistrate yesterday for having "deserted" from the Police Force on the 1st December last. In default of payment, three months' hard labour. The bar was set pale.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE LATE PRINCE ITO.

CHINA'S CONDOLENCE.

[By courtesy of the "Sheung Po"]

Peking, 2nd November.

The Waiwupu has telegraphed to the Chinese Minister at Tokio directing him to proceed personally to the late Prince Ito's residence to offer China's condolence.

JAPAN AND CHINA.

PRINCE REGENT DECORATED.

[By courtesy of the "Sheung Po"]

Peking, 2nd November.

The Emperor of Japan has conferred upon the Prince Regent of China the First Class decoration of a Japanese Order.

The insignia of the Order was handed to the Prince Regent yesterday through the Japanese Minister at Peking, Mr. Ijūin.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po"]

Peking, 2nd November.

The Ministers for Great Britain, Germany, France and America are pressing the Waiwupu and the Ministry of Posts and Communications for the settlement of the loan for the construction of the Canton-Hankow and Hankow-Szechuan Railways.

INTERPORT SHOOTING.

HONGKONG'S TEAM.

The Interport Shooting takes place tomorrow afternoon at 2 p.m. sharp, at the King's Park Range. Hongkong will be represented by Messrs. G. P. Lammer, R. Lapsley, Murray Scott, J. H. Pidgeon, R. Steward, H. Jenkins, Inspector McLennan (H.K.P.), Staff-Sergeant Campbell, Sergeant-Instructor Wakeman, Sergeant Coveney (Buff).

Reserves:—Mr. Anderson and Private Howland (Buff).

Umpires:—Lt. Col. Chapman, H.K.V.C., Major MacDonald H.K.V.C. and Capt. Bensley, R.A.

SOCIETY OF ST. VINCENT DE PAUL.

ABSTRACT OF ACCOUNTS.

From 1st October, 1900, to 30th September, 1900.

1900, October 1.	
Balance in the Bank and on hand	\$1,870.88
Proceeds of Al Fresco Fete (16 and 17 November, 1900)	1,819.24
Collection at weekly meetings	78.80
Subscription from hon. members	25.00
Donation from the Colonial Government	100.00
Sundry Donations	252.00
Interest on fixed deposit and Savings Bank	73.04
	\$4,218.96

Weekly allowances to 40 families in cash	\$1,197.40
Weekly allowances to 52 families in tickets	1,266.00
Xmas and Easter allowances to 93 families in cash	197.50
Xmas Gifts to poor children (toys and sweets)	19.40
Wanchai Hospital for medical attendance, medicines and funeral expenses	120.00
Allowance to Wanchai Convent under the care of Italian Sisters	60.00
Home for the aged and infirm, Wanchai, under the care of Italian Sisters	400.00
Orphanage under the care of Italian Mission, passage money	33.00
Funeral expenses	11.50
Shoes for orphan boys	28.50
Medicines and nourishments to poor	53.40
Subscription to Mission disaster (Fr. 100)	44.65
Balance	787.61
	\$4,218.96

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kumang*) 7th inst.
Canadian (*Empress of India*) 18th inst.

The C. N. Co.'s s.s. *Teian* left Manila on 2nd inst. and is due here on 5th inst.
The Imperial German Mail s.s. *Prinz Eitel Friedrich*, which left here on 6th ult., at 4 p.m., arrived at Canton on 1st inst., at 4 p.m.
The J. C. S. M. Co.'s s.s. *Amirante* from Calcutta and the Straits left Singapore for this port on 1st inst., and is due here on 7th inst.

A QUESTION OF REVENUE.

PARTNERSHIP AGREEMENT WAS NOT STAMPED.

In the course of a summary case before Mr. Justice Gompertz (Puisne Judge) this afternoon, it was discovered that a certain document was unstamped.

Mr. F. X. d'Almada (of Messrs. d'Almada and Smith) for the defendant, pointed out the irregularity to the Court and said it was a matter for the Registrar, as the practice would tend to a fraud Government of revenue.

Mr. P. Sydenham Dixon (for the plaintiff) announced his intention to withdraw the document.

Mr. d'Almada contended that it must go in. His Lordship left the matter to the discretion of the Registrar and remarked that *prima facie* it seemed to him that the document was one which required to be stamped.

THE RUBBER BOOM.

SIGNIFICANT SIGNS CONCERNING HIGH PRICES.

In the course of an article on the boom in rubber, the *Economist*, of September 25, says:—The constant firmness of the market has surprised even the optimists, and it would probably be impossible in any other market to find a parallel to this very curious movement, which in eighteen months of commercial depression has raised the price of a pound of rubber by two hundred per cent. The abnormally high prices are the natural sequel of the abnormally low prices of February and March, 1900. The effect of the panic on the Brazilian trade can be illustrated by figures showing the movements of rubber to and from Para. According to the rubber statistics there was, for eight years previous to 1900, a practically uninterrupted increase in the arrivals at Para, which rose from 26,693 tons in 1899 to 37,800 tons in 1900-7. On the other hand, in the twelve months of 1900-8 the arrivals fell by about 3 per cent, and the total amounted to only 36,682; and yet, in spite of this decline, stocks of rubber, for the reasons we have explained, were being thrown on to the market at extremely low prices. The world's supplies were being rapidly used up, and fresh rubber was not coming forward to their place.

INCREASED CONSUMPTION.—No one, we imagine, expects prices to remain permanently at their present level, or supposes that plantation rubber will go on for ever fetching 9s. 6d. per lb. But there is undoubtedly a constant and natural increase in the world's consumption, an increase due to a number of causes, such as the development of electricity, the demand for tyres (though this is not so important a cause as one might suppose), and use of rubber, especially in America, for hot water bottles, goloshes, etc.

In the last few months the demand has come very largely from America, and though speculation has, no doubt, much to do with the big purchases that the Americans have been making, the fact remains that the normal legitimate consumption is increasing at such a rate that the supply at present is scarcely able to keep pace with it. The figures of production and consumption in the last two seasons, show how the margin of supply has been narrowing:—

	Inc. or	Dec.
	1907-8.	1908-9.
World's approximate production	66,379...	70,587... + 4,208
World's approximate consumption	62,376...	71,989... + 9,613
World's approximate supply	8,035...	5,074... - 3,011

A reduction of about 38 per cent. in the world's supplies explains and justifies a very considerable increase in price.

HOW LONG WILL IT LAST?

In view of these price movements in the past two years investors and consumers of rubber are naturally anxious to know how long the boom is going to last. On that point no one is likely to venture a definite opinion, but there is a general belief that the present high prices will continue for some time, and that when they come down from the present abnormal level they will still remain for a fairly long period at a point that two or three years ago would have been thought extraordinarily high. The stocks in London are growing smaller, and it is significant, that future prices which some time ago stood at a low level have been rising the more quickly of the two as dealers have come to expect a longer spell of dear rubber. But however long the present boom in prices lasts, it must sooner or later come to an end. In the first seven months of this year imports from the Malay plantations were nearly four times as large as in the corresponding period of 1900, and as fresh supplies arrive from the plantations and consumers, under the influence of famine prices, restrict their demands, the inevitable set-back must come. Indeed, in the interests of the trade it is not desirable that it should be long delayed.

SOUND FINANCE.

The enormous profits earned by the planting companies may tempt them into thriftless finance, while rubber manufacturers who made forward contracts at the old prices are naturally embarrassed by such an unexpected jump in the cost of their raw material. It will probably be a good thing both for the companies and the consumers when the industry comes back to a more normal state, for even a 50 per cent. reduction in the price would leave most of the plantations with a handsome profit, and the Malaysian companies will do quite well enough on a working margin of 3s. 6d. per lb. The development of the planting industry is satisfactory in more ways than one; especially it has been carried out on unusually sound lines and on an unusually small capital, while from the humanitarian point of view it may mean the end of that systematic cruelty with which the collection of wild rubber has been attended in the Congo and we fear in parts of South America.

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

GENERAL MANAGER'S REPORT FOR THE FOUR WEEKS ENDING OCT. 9.

The Chairman and Directors, Raub Australian Gold Mining Co., Ltd., Singapore. Gentlemen.—I beg to submit the following Mining and Milling Report for the four weeks ending October 9, 1900.

BUKIT MALACCA.

Drive North from East Crosscut No. 1 Level, advanced 37ft. total 277ft. No change in value since my last report.
Cross-cut East from No. 2 Shaft, No. 2 Level.—Extended to 48ft., at 35ft. from shaft a lode was met with and found to be 10ft. wide, assaying 1.60 dwts. per ton. Drives North and South have been started on this lode and advanced 9ft. and 7ft. respectively. It is proposed however to continue the North drive only.

BUKIT BULOH.

The drive North from Prospect Shaft has been advanced 30ft. total 71ft., and drive South 13ft. total 121ft. average assay of lode 2.40 dwts. The lode has disappeared from South end and practically so from North end. Operations on this prospect have been suspended.

BUKIT KOMAN.

540ft. Drive from Station.—Advanced 13ft. total 94ft., lode 54 inches wide assaying 3.25 dwts.

540ft. Level Drive South (90).—Advanced 7ft. total 139ft. The value of this drive has not improved, therefore operations have been suspended.

540ft. Level 121ft. Drive South.—A crosscut has been commenced from the South end of this drive, to go in an easterly direction in search of lode matter, and has been driven 5ft. The main crosscut East from shaft at 51ft. (540ft) level is being extended in search of the lode.

540ft. Level.—The stopes in back of the 121ft. drive have been stopped, the lode being too narrow and poor to pay.

The stopes in back of Station Drive is being worked by ten men; lode 60 inches wide assaying 8.35 dwts. per ton.

440ft. Level North Drive.—Advanced 39ft., total 406ft., lode 54 inches wide, assaying 2.07 dwts. per ton.

440ft. Level South Drive.—Advanced 18ft., total 648ft., no improvement in value since last reported on.

440ft. Level No. 2 Winze.—Sunk 18ft. below this level in a lode assaying 16.85 dwts. per ton.
440ft. Level Crosscut East.—Advanced 13ft. total 72ft. The stopes in back of this level (440ft.) have been poor of late, showing an average assay of 2.69 dwts. per ton; some of the poorer ones have been stopped, and now the returns from the stopes at work should show improved values, and probably smaller tonnage.

340ft. Level, Crosscut East.—Advanced 23ft., total 59ft.

240ft. Level.—Drives on West lode from West crosscut extended 8ft. and 5ft. North and South respectively, the lode 48 inches wide, assaying 1.40 dwts. per ton. This appears to be a lode on which but little or nothing has been done on surface, and is worthy of some money being spent on it in testing its value. It is distant about 720ft. West of Bukit Koman lode.

STOPE MINE.

160ft. Level North.—Advanced 18ft., total 279ft. The lode narrow and poor.
160ft. Level South.—Advanced 15ft., total 102ft., lode rather broken, assaying 4.53 dwts. per ton.

160ft. Level, No. 1 Winze.—Sunk 26ft., total 39ft. below the level. The lode assayed 2 dwts. for first fortnight, then poorer ground was encountered, it is again improving in value.

The Stope North of stope shaft has become poor. A rise is now being put up to test the lode.

The Main Stope.—Continues to produce about the usual amount of store, of an average assay value of 2 dwts. per ton. A part of this stope is dangerous to work and has to be close timbered.

ANDERSON'S.

260ft. Level South, Crosscut West.—Advanced 26ft. total 39ft. A lode has been intersected by this crosscut, and shows assay value of 4.70 dwts. per ton. I cannot say if it is the Main Lode or not, as it is narrower than the (Main) lode usually is.

From appearances I should say the Main Lode is standing to the West of drive South, and is certainly standing to the East of North drive. This will be proved forthwith by drives.

260ft. Level North.—Drive extended 74ft., total 154ft. This drive is on a series of narrow branches, the Main Lode, as stated above, being to the East. A crosscut has been put out East 16ft., and has struck the lode, but has not yet passed through it. About 70ft. behind this North end the Main Lode has been found, and a drive extended 26ft. on it, samples gave 4.70 dwts. per ton. The discovery of the Main Lode will necessitate the driving of a drive about parallel with the one already existing.

Anderson's Shaft.—Has been sunk 10ft. making a depth of 21ft. below 260ft. level. Sinking has now been suspended to allow the installation of new Puffer Lift to be carried on expeditiously. The cutting of ground for Clifton at the 260ft. level is almost complete.

GENERAL.

The usual Mining and Milling sheets accompany this Report.

BUKIT KOMAN.

40 Stamps ran 25 days, lost of 25 days caused by fusing of wires on transmission line, changing broken cam shaft, placing lift in three hours, effecting up, etc.

Stone Crushed.

B. Koman 971 tons.
" Slope Mine 1,287
" Anderson's 456
" 2,714 tons.

Huntington Mill ran 26 days, lost of 16 days interruption, transmission line, general repairs and cleaning up.

Stone Crushed.

B. Koman 159 tons.
" Slope Mine 224 " = 383 tons.

Producing Amalgam.

Retorted Gold 1,735.5 ozs.
Smelted Gold 671.5
Average yield per ton 68.914
value of tailings 0.68

BUKIT MALACCA.

No. I Mill ran 25 days crushing 1,755 tons surface ore etc.
No. II 20 " crushing 94 tons Bukit Buloh.

Total 1,849 tons producing.

308 ozs. producing.
123
120
1.29 dwts. per ton.
Total—Tons crushed 4,956
Amalgam 2,044.5 ozs.
Smelted Gold 778.914 ozs.
Average fineness 864.44 ozs.

yield per ton 2.717 dwts. fine gold

Wm. J. OATES, Manager.

MALACCA CONFERENCE.

THE VALUE OF QUININE AS A PREVENTIVE.

There was a full attendance at the Malacca Conference at Viceroy's Lodge, Simla, on the 12th ult., where the Viceroy welcomed the delegates in a short speech in which he pointed out the importance to the country of the matter they had assembled to discuss, and the main features of the problems to be solved.

Colonel Leslie then read his paper which showed in detail how this matter now stands. In the course of his remarks he dealt with the question of preventive measures which he classed as: (1) the examination of mosquitoes; (2) the prevention of mosquito bites; (3) the administration of quinine.

Continuing, he said: The prevention of bites is useful as a supplement to more radical measures, but so far as this is effected by wiregases screens and mosquito curtains which are expensive and require careful handling the use of the measure must be limited to the wealthier classes. Much I believe could be effected by improving the design of living rooms and dormitories. It seems obvious that well-ventilated white-washed rooms will afford less shelter during the day to mosquitoes than a dark dirty room. Anointing the body with substances offensive to mosquitoes is useful on occasion. Of the two radical measures one aims at the extermination of mosquitoes by abolishing their breeding places or destroying the eggs, larvae or mature insects; the other aims at destroying the sporozoan by the administration of quinine and there has been much controversy regarding the merits of the two measures.

WILD WRITING.

It has always seemed to me to be unfortunate that so many of the writers, who contribute their views on this controversy to the public press have not been at the pains to study the original accounts of the experiments on which any opinion of value must be based. The consequences of so much wild writing has been to confuse the issue, and not only the intelligent layman but even medical men have been led astray. It is obvious if malaria is due solely to the bites of anopheles mosquitoes that the extermination of these mosquitoes will abolish malaria. It will be admitted by everybody that the continuous use of quinine even for a short time during the year is inconvenient and unpleasant to the individual and difficult to carry out among a community.

DRAINAGE.

The success or failure of minor operations against mosquitoes appears to me to depend upon the state of the drainage. Where drainage is perfect the inhabitants can exterminate mosquitoes with little trouble, but where drainage is non-existent or bad it is practically impossible by any means at present within their reach for the inhabitants to destroy the mosquitoes. In any scheme, then, which has for its object the removal of malaria from an area the first step is to ascertain the condition of the drainage; and if it is imperfect how it can be improved so as to prevent water-logging of the soil not only in ordinary seasons, but in seasons of extraordinary rainfall. Drainage schemes are costly and they require a long time to carry out even when the funds are available, and in the meantime the choice must often be made between measures against mosquitoes and the administration of quinine unless, as may often be the case, it appears to be advantageous to use both these measures. In making the choice all the circumstances of the case must be taken into consideration. To take extreme examples, if we have a town containing a few pools which are the only source of the anopheles mosquitoes infecting inhabitants, it is obvious that the remedy is to drain or fill up the pools. If we have a small village surrounded by a swamp in which anopheles breed it is evident that quinine prophylaxis is the best remedy. In India we have all the gradations between the two extremes, but those approximating to the village in the swamp are in the enormous majority.

QUININE TREATMENT.

Colonel Leslie then discussed the position as regards quinine treatment. He admitted candidly that quinine is by no means always a success. At the same time he pointed out its extraordinary value and quoted the experience of the Punjab in 1900, almost the most malarious year in the history of the Punjab. In the year ending 31st March 1901, the mean of the five years ending with 1900 was 89.5; in 1900 it was 206 per thousand. A success of this kind justifies a very critical examination of any reported failure. In conclusion Colonel Leslie advocated the establishment of a permanent organization for dealing with malaria in India.

To-day's Advertisements.

FROM EUROPE.

THE H. A. L. Steamship.

"SILESIA."

Captain V. Hoff, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given before T.O.D.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.

Hongkong, 3rd November, 1900. 1755

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"FOOKSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M., the 4th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 3rd November, 1900 16

NAVIGAZIONE GENERALE ITALIANA

(Ritiro e Rivalutazione United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALTAIO.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship.

"CAPRI."

Captain Dini, will be despatched as above on FRIDAY, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 3rd November, 1900. 16

AL FRESCO FETE.

IN AID OF THE FUNDS OF THE

SOCIETY OF ST. VINCENT DE PAUL.

Under the Distinguished Patronage of

H.E. the Governor, Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O.

To be held in the

COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL,

on

SUNDAY,

7th NOVEMBER, 1900, from 9 P.M. to 11.30 P.M.

Admission Ticket.....3s

which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fete only.

The public is respectfully invited to inspect the various stalls from 3 to 7 P.M. on the 7th inst.

Tea and Cakes will be served during the afternoon.

By kind permission of the Commanding Officer and Officers of the 13th Rajputs, the band will play from 9 to 11.30 P.M.

Tickets can be obtained from to-day at Messrs. Grice & Co., 2, Des Voeux Road, and at the Roman Catholic Cathedral Compound on Sunday, the 7th November, from 9 A.M. to 7 P.M., and at the gate on the night of the Fete.

Hongkong, 1st November, 1900. 1754

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPRESS OF CHINA" SATURDAY, NOV. 6TH.

"MONTEAGLE" SUNDAY, NOV. 11TH.

"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.

"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.

From St. John, "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (Including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. ORRIDGE, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship Up
SHANGHAI VIA SWATOW SATURDAY, 5th Nov., Noon.
SHANGHAI, YOKOHAMA, KOBE FRIDAY, 5th Nov., 3 P.M.
& MOJI
MANILA FRIDAY, 5th Nov., 4 P.M.
SHANGHAI VIA NINGPO SUNDAY 7th Nov., Daylight.
TIENSIN V. WHAIWEI & CHEFOO. CHEONGSHING* WED'DAY, 10th Nov., 4 P.M.
SAMARANG & SOERABAYA THU'SDAY, 10th Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA. KUTSANG* FRIDAY, 11th Nov., 2 P.M.
MANILA FRIDAY, 11th Nov., 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).
The steamers "Kaituma" and "Kaituma" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 3rd November, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL
NEWCHWANG "KALGAN" 4th Nov., Daylight.
SHANGHAI "ANHUI" 4th " Noon.
CHERIBON "CHANTUNG" 6th " Daylight
SHANGHAI "LINAN" 7th " "
MANILA, ZAMBOANGA AND USUAL "OHANGSHA" 7th " "
AUSTRALIAN PORTS "OHILI" 7th " "
NEWCHWANG "TEAN" 9th " 3 P.M.
MANILA "KUEICHOW" 9th " 4 P.M.
WHAIWEI & TIENSIN "OHINHUA" 11th " "
SHANGHAI "KAIFONG" 11th " "
CEBU & LOILO "OHENAN" 14th " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Cheman, Linan, Chihwah). Excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$46 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 3rd November, 1900.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

44FIRO 1540 B. J. Rodger MANILA SATURDAY, 6th Nov., at Noon.

AUBI 1540 R. W. Almond " SATURDAY, 13th Nov., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Telephone No. 36, Hongkong, 3rd November, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ

and MANZANILLO (Mexico).

S.S. MANSU MARU 5,000 tons gross Sail 10th Dec., 1900, at Noon.

S.S. AMERICA MARU 6,000 " " 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th October, 1900.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, with no transshiping, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKO.	FITZPATRICK Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI V. SWATOW & AMOY.	DAIGI MARU Capt. H. Murayama	SUNDAY, 7th Nov., at 10 A.M.
SHANGHAI Via SWATOW, AMOY and FOCHOW.	BUJUN MARU Captain Y. Fuseo	FRIDAY, 5th Nov., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 3rd November, 1900.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	IYO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.	WAKASA MARU, Capt. N. Nielsen, Tons 6500	WEDNESDAY, 14th Nov., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI AND KOBE.	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 7th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	NIKKO MARU, Capt. M. Vagi, Tons 6000	FRIDAY, 25th Nov., at Noon.
KOBE and YOKOHAMA.	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 24th Dec., at Noon.
BOMBAY, Via SINGAPORE and COLOMBO.	YEBOSHI MARU, Capt. B. Kato, Tons 4500	WEDNESDAY, 10th Nov., at Noon.
	KAMO MARU, Capt. F. L. Sommer, Tons 9000	SATURDAY, 20th Nov., Daylight.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 14th Nov., at Noon.
	KAWACHI MARU, Capt. H. Petersen, Tons 6500	SATURDAY, 13th Nov., at Noon.
	TOTOMI MARU, Capt. R. Smith, Tons 4500	MONDAY, 8th Nov.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kitano Maru (Capt. F. E. COPE) About Thursday, 18th November.

Hirano Maru (Capt. H. FRASER) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. SOMMER) About Wednesday, 12th Jan., 1901.

Mishima Maru (Capt. A. E. MOSES) About Wednesday, 9th Feb., 1901.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUBUMOTO,

Manager.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on FRIDAY, the 5th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents, Hongkong, 2nd November, 1900. [745]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM"

Captain St. John George will be despatched as above on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th October, 1900 [763]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Kumuri	6,137	J. Mathie	1900
Aymur	4,363	4nyd	18th Nov.
Sueria	6,233	S. Shotton	16th Dec.
Ocean	4,957	F. W. Davies	10th Jan.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED

General Agents

Queen's Buildings

Hongkong, 23rd October, 1900. [70]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BREC NSHIRE,"

Captain Tomlinson, will be despatched as above on 26th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 1st November, 1900 [752]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamed of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRY,"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 8th October, 1900 [58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. E. S. OWEN

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIU ON S.S. CO., LD.

No. 4, Queen's Road West.

Hongkong, 26th April, 1900. [11]

Shipping—Steamer.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for PANAMA, PANAMA CANAL, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this port BOMBAY, &c., on SATURDAY, the 13th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Macedonia," 10,512 tons, from Ceylon to Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and India will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Persia," due in London on 27th December, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

H. A. HEWETT, Superintendent.

Hongkong, 1st November, 1900. [4]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With Liberty to call at the Malabar Coast).

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port TO-MORROW, the 4th Nov., 1900.

For Freight, apply to

44-38861-Sub E-100a-100b-100c-100d-100e-100f-100g-100h-100i-100j-100k-100l-100m-100n-100o-100p-100q-100r-100s-100t-100u-100v-100w-100x-100y-100z-100aa-100ab-100ac-100ad-100ae-100af-100ag-100ah-100ai-100aj-100ak-100al-100am-100an-100ao-100ap-100aq-100ar-100as-100at-100au-100av-100aw-100ax-100ay-100az-100ba-100bb-100bc-100bd-100be-100bf-100bg-100bh-100bi-100bj-100bk-100bl-100bm-100bn-100bo-100bp-100bq-100br-100bs-100bt-100bu-100bv-100bw-100bx-100by-100bz-100ca-100cb-100cc-100cd-100ce-100cf-100cg-100ch-100ci-100cj-100ck-100cl-100cm-100cn-100co-100cp-100cq-100cr-100cs-100ct-100cu-100cv-100cw-100cx-100cy-100cz-100da-100db-100dc-100dd-100de-100df-100dg-100dh-100di-100dj-100dk-100dl-100dm-100dn-100do-100dp-100dq-100dr-100ds-100dt-100du-100dv-100dw-100dx-100dy-100dz-100ea-100eb-100ec-100ed-100ee-100ef-100eg-100eh-100ei-100ej-100ek-100el-100em-100en-100eo-100ep-100eq-100er-100es-100et-100eu-100ev-100ew-100ex-100ey-100ez-100fa-100fb-100fc-100fd-100fe-100ff-100fg-100fh-100fi-100fj-100fk-100fl-100fm-100fn-100fo-100fp-100fq-100fr-100fs-100ft-100fu-100fv-100fw-100fx-100fy-100fz-100ga-100gb-100gc-100gd-100ge-100gf-100gg-100gh-100gi-100gj-100gk-100gl-100gm-100gn-100go-100gp-100gq-100gr-100gs-100gt-100gu-100gv-100gw-100gx-100gy-100gz-100ha-100hb-100hc-100hd-100he-100hf-100hg-100hh-100hi-100hj-100hk-100hl-100hm-100hn-100ho-100hp-100hq-100hr-100hs-100ht-100hu-100hv-100hw-100hx-100hy-100hz-100ia-100ib-100ic-100id-100ie-100if-100ig-100ih-100ii-100ij-100ik-100il-100im-100in-100io-100ip-100iq-100ir-100is-100it-100iu-100iv-100iw-100ix-100iy-100iz-100ja-100jb-100jc-100jd-100je-100jf-100jg-100jh-100ji-100jj-100jk-100jl-100jm-100jn-100jo-100jp-100jq-100jr-100js-100jt-100ju-100jv-100jw-100jx-100jy-100jz-100ka-100kb-100kc-100kd-100ke-100kf-100kg-100kh-100ki-100kj-100kk-100kl-100km-100kn-100ko-100kp-100kq-100kr-100ks-100kt-100ku-100kv-100kw-100kx-100ky-100kz-100la-100lb-100lc-100ld-100le-100lf-100lg-100lh-100li-100lj-100lk-100ll-100lm-100ln-100lo-100lp-100lq-100lr-100ls-100lt-100lu-100lv-100lw-100lx-100ly-100lz-100ma-100mb-100mc-100md-100me-100mf-100mg-100mh-100mi-100mj-100mk-100ml-100mm-100mn-100mo-100mp-100mq-100mr-100ms-100mt-100mu-100mv-100mw-100mx-100my-100mz-100na-100nb-100nc-100nd-100ne-100nf-100ng-100nh-100ni-100nj-100nk-100nl-100nm-100nn-100no-100np-100nq-100nr-100ns-100nt-100nu-100nv-100nw-100nx-100ny-100nz-100oa-100ob-100oc-100od-100oe-100of-100og-100oh-100oi-100oj-100ok-100ol-100om-100on-100oo-100op-100oq-100or-100os-100ot-100ou-100ov-100ow-100ox-100oy-100oz-100pa-100pb-100pc-100pd-100pe-100pf-100pg-100ph-100pi-100pj-100pk-100pl-100pm-100pn-100po-100pp-100pq-100pr-100ps-100pt-100pu-100pv-100pw-100px-100py-100pz-100qa-100qb-100qc-100qd-100qe-100qf-100qg-100qh-100qi-100qj-100qk-100ql-100qm-100qn-100qo-100qp-100qq-100qr-100qs-100qt-100qu-100qv-100qw-100qx-100qy-100qz-100ra-100rb-100rc-100rd-100re-100rf-100rg-100rh-100ri-100rj-100rk-100rl-100rm-100rn-100ro-100rp-100rq-100rr-100rs-100rt-100ru-100rv-100rw-100rx-100ry-100rz-100sa-100sb-100sc-100sd-100se-100sf-100sg-100sh-100si-100sj-100sk-100sl-100sm-100sn-100so-100sp-100sq-100sr-100ss-100st-100su-100sv-100sw-100sx-100sy-100sz-100ta-100tb-100tc-100td-100te-100tf-100tg-100th-100ti-100tj-100tk-100tl-100tm-100tn-100to-100tp-100tq-100tr-100ts-100tt-100tu-100tv-100tw-100tx-100ty-100tz-100ua-100ub-100uc-100ud-100ue-100uf-100ug-100uh-100ui-100uj-100uk-100ul-100um-100un-100uo-100up-100uq-100ur-100us-100ut-100uu-100uv-100uw-100ux-100uy-100uz-100va-100vb-100vc-100vd-100ve-100vf-100vg-100vh-100vi-100vj-100vk-100vl-100vm-100vn-100vo-100vp-100vq-100vr-100vs-100vt-100vu-100vv-100vw-100vx-100vy-100vz-100wa-100wb-100wc-100wd-100we-100wf-100wg-100wh-100wi-100wj-100wk-100wl-100wm-100wn-100wo-100wp-100wq-100wr-100ws-100wt-100wu-100wv-100ww-100wx-100wy-100wz-100xa-100xb-100xc-100xd-100xe-100xf-100xg-100xh-100xi-100xj-100xk-100xl-100xm-100xn-100xo-100xp-100xq-100xr-100xs-100xt-100xu-100xv-100xw-100xx-100xy-100xz-100ya-100yb-100yc-100yd-100ye-100yf-100yg-100yh-100yi-100yj-100yk-100yl-100ym-100yn-100yo-100yp-100yq-100yr-100ys-100yt-100yu-100yv-100yw-100yx-100yy-100yz-100za-100zb-100zc-100zd-100ze-100zf-100zg-100zh-100zi-100zj-100zk-100zl-100zm-100zn-100zo-100zp-100zq-100zr-100zs-100zt-100zu-100zv-100zw-100zx-100zy-100zz

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST CK.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE REVENUE AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,001,819	Interim of 2 1/2 for account 1909 @ ex 1/9 = \$22.72	4 1/2 % \$505 sellers (London £90.15)
National Bank of China, Limited	99,925	£7	£6	£4,000 \$100,000	\$30,558	\$2 (London 3/6) for 1909	6 1/2 % \$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000	none	\$10 for 1908	7 1/2 % \$162 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 107,747 Tls. 116,477	Tls. 160,518	Interim of 7/6 for 1908	5 1/2 % Tls. 105
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$10,000,000	\$8,464,921	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 % \$847 sellers
Yungtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$10,000,000	\$7,762	\$12 and bonus \$3 for 1907	7 1/2 % \$232 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$10,000,000	\$375,541	\$6 and bonus \$2 for 1907	7 1/2 % \$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$10,000,000	\$368,711	\$27 for 1907	8 1/2 % \$375
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500 \$75,000	\$1,085	\$1 for 1906	8 1/2 % \$84 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$250,000 \$2,500,000	NIL	2 1/2 for year ending 30.6.1908	7 1/2 % \$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,000 \$120,000	\$31,130	Interim of \$1 1/2 for account 1909	7 1/2 % \$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000 £100,000	£13,755	6 1/2 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	6 1/2 % \$60 buyers
Do. (Deferred)	60,000	£5	£5	£10,000 £100,000	£13,755	Final of 2 1/2 for 1908 and interim of 1 1/2 for 1909	7 1/2 % 7 1/2 buyers
Shell Transport and Trading Company, Limited	10,000	\$10	\$10	\$100,000 \$1,000,000	\$61,827	\$1.00 for year ending 10.4.1909	4 1/2 % \$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$1,000,000	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 % \$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$100,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$150 sales
Lion Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000 \$1,000,000	Dr. \$135,893	\$3 for 1907	5 1/2 % \$23
Pink Sugar Cultivation Company, Limited	7,000	Tls. 30	Tls. 30	Tls. 100,000 Tls. 1,000,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	5 1/2 % Tls. 335
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £1,750,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 1/2 % Tls. 20 sellers
Ruby Australian Gold Mining Company, Limited	50,000	£1	£1	£12,500 £125,000	Dr. £2,161	No. 12 of 1/- = 48 cents	5 1/2 % \$71 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$4,500,000	Dr. \$7,421	\$1.75 for year ending 31.12.08	5 1/2 % \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$30,000,000	\$10,102	None	6 1/2 % \$63 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$25,000,000	\$345,102	Interim of \$1 1/2 for account 1909	12 1/2 % \$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 6,861	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 % Tls. 77 buyers
Shanghai and Hongkong Wharf Company, Limited	30,000	Tls. 100	Tls. 100	Tls. 600,000 Tls. 6,000,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 139 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 25,000,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	10,000	\$15	\$15	\$150,000 \$1,500,000	\$24,641	\$1.20 on old and 60 cents on first new shares Interim of \$1.40 on old and 40 cents on new shares for account 1909	5 1/2 % \$17 buyers \$72 buyers \$43 new h. \$104 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$400,000 \$4,000,000	\$19,472	Interim of 3 1/2 for account 1909	6 1/2 % \$9 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$50,000,000	\$24,475	60 cents for 1908	6 1/2 % \$30 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$15,000,000	\$5,486	\$1 1/2 for 1908	5 1/2 % \$120 sellers
Swire Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$3,000,000	\$278	Interim of Tls. 3 for account 1909	6 1/2 % \$45 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 39,000,000	Tls. 142,404	Interim of \$2 for account 1909	8 1/2 % Tls. 149 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$6,250,000	\$1,968	50 cents for year ending 31.7.08	6 1/2 % \$6 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 7,500,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 % Tls. 92
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$12,500,000	\$5,553	50 cents for year ending 31.7.08	6 1/2 % Tls. 112 Tls. 460
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 7,500,000	Tls. 8,372	Tls. 6 for year ending 31.12.08 (82%)	6 1/2 % Tls. 112
Long-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 8,000,000	Tls. 4,820	Tls. 4 for 1908	6 1/2 % Tls. 460
Sing On Cotton Spinning Company, Limited	5,000	Tls. 500	Tls. 500	Tls. 2,500,000 Tls. 25,000,000	Tls. 15,912	Tls. 50 for 1906	6 1/2 % Tls. 460
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,504	18/8	18/8	£1,500 £15,000	£648	15 % per share for 1908	9 1/2 % \$10
China-Borneo Company, Limited	60,000	\$10	\$10	\$600,000 \$6,000,000	NIL	50 cents for year ended 31.2.08	8 1/2 % \$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$5,000,000	\$61,738	50 cents for year ended 31.2.08	8 1/2 % \$54 buyers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$1,850,000 \$18,500,000	\$1,407	80 cents for 1908	8 1/2 % \$61 buyers
Deasy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$3,000,000	\$4,870	\$1.20 for year ending 31.7.09	7 1/2 % \$161 ex div. b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$40,000,000	\$3,755	Interim of 3 1/2 cents for account 1909	10 1/2 % \$74 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$1,200,000	\$3,755	80 cents for year ending 31.12.08	8 1/2 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$6,000,000	\$1,495	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 % \$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$1,250,000	\$7,616	Interim of \$2 for account 1909	10 1/2 % \$23 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$6,000,000	\$8,190	Interim of \$1 for account 1909	8 1/2 % Tls. 757 sa.
Watschappi tot Mijne, Bosch en Landbouw- plaat in Langkat, Limited	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 25,000,000	Tls. 10,622	Third quarterly of Tls. 12 1/2 for account 1909	7 1/2 % \$138
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$2,500,000	\$2,204	80 cents on fully paid shares and 80 cents on \$2 paid shares for year ending 30.4.09	6 1/2 % \$130
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$5,000,000	\$2,204	80 cents for year ending 30.4.09	6 1/2 % \$130
Peak Tramways Company, Limited	75,000	\$10	\$10	\$750,000 \$7,500,000	\$2,204	80 cents for year ending 30.4.09	6 1/2 % \$130
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 6,000,000	Tls. 2,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 105 buyers
South China Morning Post, Limited	8,000	\$25	\$25	\$200,000 \$2,000,000	Dr. \$56,602	None	7 1/2 % \$23 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$1,000,000	\$235	40 cents for year ending 31.5.08	7 1/2 % \$51
Taiwan Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$5,000,000	\$172	60 cents for year ending 31.12.08	5 1/2 % \$104 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$1,000,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$12 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$9,000,000	\$2,613	Final of 30 cts. for 1908	6 1/2 % \$8 sellers
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$1,050,000	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2 % \$31 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 1 1/2 % for account 1909	15 1/2 % \$67 sellers
Balgonvale Rubber Estate, Limited	20,000	\$10	\$10	\$200,000 \$2,000,000	\$11,805	2 1/2 for 1909	8 1/2 % \$83
Campania (Selangor) Rubber Co.	110,000	4/-	4/-	none	none	None	54.0 \$69 1/2 nominal \$33 sellers
Golconda Malay Rubber Co.	80,000	4/-	4/-	none	none	None	54.0 \$69 1/2 nominal \$33 sellers
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	4/-	4/-	none	none	7 1/2 % Interim for 1909	54.0 \$69 1/2 nominal \$33 sellers
do. do. (contributory)	123,546	4/-	4/-	none	none	None	54.0 \$69 1/2 nominal \$33 sellers
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	2/-	none	none	None	54.0 \$69 1/2 nominal \$33 sellers
do. do. A Shares	105,000	4/-	4/-	none	none	None	54.0 \$69 1/2 nominal \$33 sellers
Kuala Lumpur Rubber Co., Limited	18,000	4/-	4/-	none	none	None	54.0 \$69 1/2 nominal \$33 sellers
Lagdi Plantations, Limited (ordinary)	900,000	2/-	2/-	none	none	3 1/2 % for year ending 30.6.08	54.0 \$69 1/2 nominal \$33 buyers
do. do. (7 1/2 % pref.)	10,000	4/-	4/-	none	none	Interim of 40 % = 9d. for account 1909	54.0 \$69 1/2 nominal \$33 buyers
Ragalla Rubber Company, Limited (ordinary)	23,500	\$10	\$10	none	none	7 1/2 % for year 1908	54.0 \$69 1/2 nominal \$33 buyers
do. do. (8 1/2 % pref.)	2,500	\$10	\$10	none	none	15 % for year ending 31.12.08	54.0 \$69 1/2 nominal \$33 buyers
Ledbury Rubber Estates Limited	6,000	1 1/2	1 1/2	none	none	None	54.0 \$69 1/2 nominal \$33 buyers
do. do. (contributory)	20,000	1 1/2	1 1/2	none	none	None	54.0 \$69 1/2 nominal \$33 buyers
Sagga Rubber Company, Limited	1,000	\$100	\$100	none	none	Interim of 30 % for 1909	54.0 \$69 1/2 nominal \$33 buyers
Sandycroft Rubber Company	1,000	\$100	\$100	none	none	None	54.0 \$69 1/2 nominal \$33 buyers
Sekong Rubber Company, Limited	80,000	4/-	4/-	none	none	None	54.0 \$69 1/2 nominal \$33 buyers
Shelford Rubber Estate Limited	65,000	4/-	4/-	none	none	1 1/2 for 1903	54.0 \$69 1/2 nominal \$33 buyers
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	54.0 \$69 1/2 nominal \$33 buyers
Singel Chok Rubber Estate Company, Limited	45,000	4/-	4/-	none	none	None	54.0 \$69 1/2 nominal \$33 buyers
Singel Kapar Rubber Company	110,000	4/-	4/-	none	none	8 1/2 % Interim for 1909	54.0 \$69 1/2 nominal \$33 buyers

Printed and Published by JOHN PIERCE BRASS for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, 1/2, Market Street, in the City of Victoria, Hongkong.

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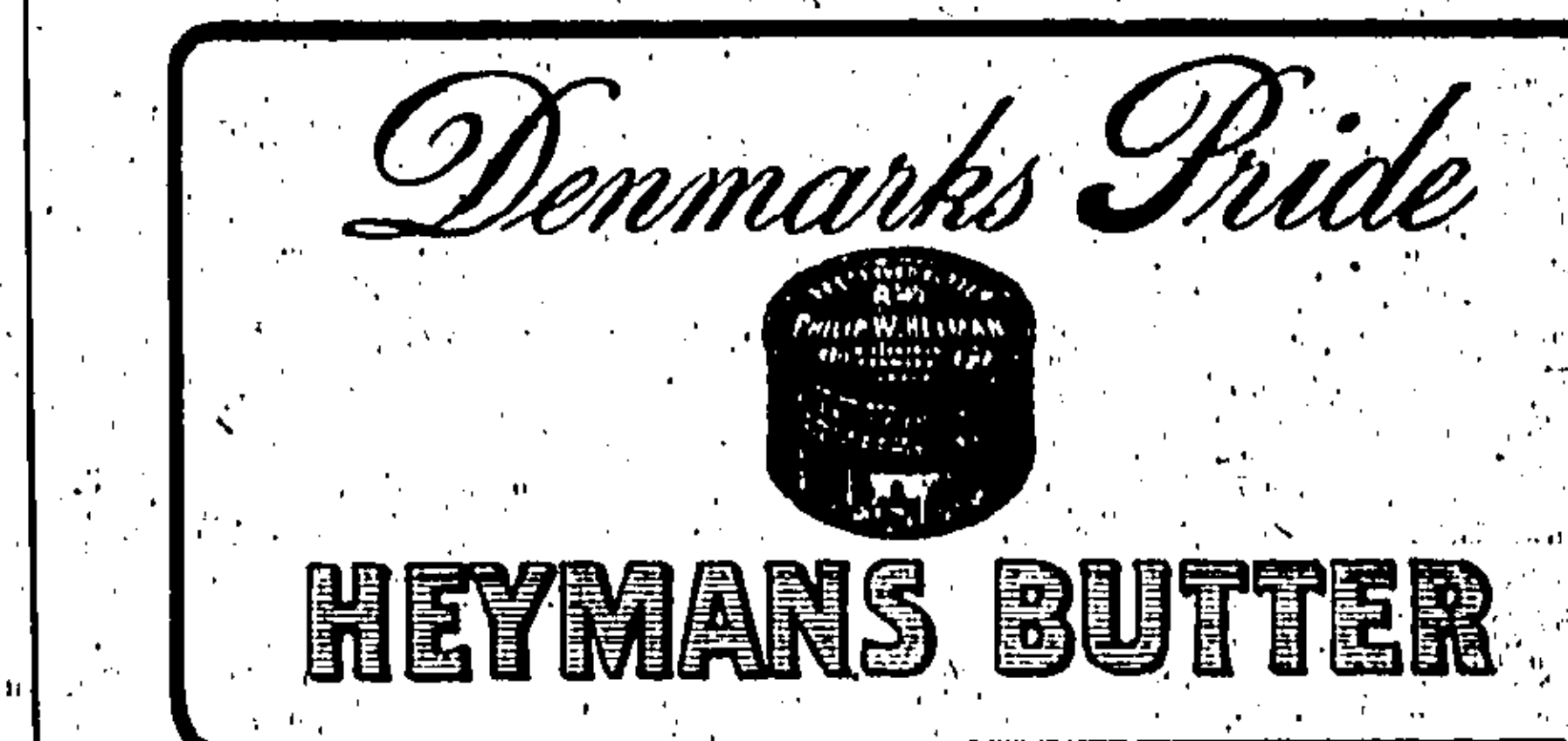
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